



P.O. BOX 23223 Oakland, CA 94623
Phone (510) 419-0120 / Fax (510) 832-1456

LETTER OF TRANSMITTAL
SAS Foundations E2/T1 Project

Run Date 13-Jul-07
Time 3:50 PM

Dated: 7/13/07

TRANSMITTAL No: KFM-TRN-000572

Rev: 00

To: **Pedro Sanchez**
Caltrans - SAS E2/T1 Foundation Project
333 Burma Road
Oakland CA 94607
Phone: 510-286-0538 Fax:

Co/Job # 364-4347
Contract # 04-0120E4
Sub/Supplier:
Sub/Supplier No:

Subject: Final Notice of Potential Claim #06-062007 -- TBS Welder Trainees

Special Provis. (SP) REF:

Standard Spec. (SS) REF:

RESUBMITTAL/SUPPLEMENTAL REF:

We are sending the following attached items:

☒ Attached

☐ Via Fax

☐ Contract Plans/Specs

☐ Certs of Compl./Samples

☐ Working Drawings

☐ Drawings/Calculations

☐ Schedule

☐ WQCP and/or Addenda

☐ Change Order

☐ Progress Estimate Request

☐ Weekly Welding Reports

☐ Copy of Letter

☐ Payroll Information

☐ CWR Procedure

Item	Date	Copies	Description	Pages
01	13-Jul-2007	1	TBS Final Notice of Potential Claim #06-062007	

These are transmitted as checked below:

☐ For Approval

☐ For Review/Comment

☐ Return For Correction

☒ For Your Use

☐ As Requested

☐ For Information

Remarks:

CC:

Submitted By:

George Atkinson

(KFM Staff Member - Originator of Transmittal)

Checked & Sent By:

Contract Admin/DCS Staff

STATE OF CALIFORNIA: DEPARTMENT OF TRANSPORTATION
**FULL AND FINAL DOCUMENTATION OF
 POTENTIAL CLAIM**
 CEM-6201C (NEW 9/2002)

FOR STATE USE ONLY	
Received By	Date
(For resident engineer)	

TO Pedro J. Sanchez (resident engineer)	CONTRACT NUMBER 04-0120E4	DATE 7/13/07	IDENTIFICATION NUMBER 06-062007
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This is the Full and Final Documentation of Potential Claim for additional compensation submitted as required under the provisions of Section 9-1.04, "Notice of Potential Claim," of the Standard Specifications. The act of the engineer, or his/her failure to act, or the event, thing, occurrence, or other cause giving rise to the potential claim occurred on:

DATE: **6/15/07**

The complete and factual narration of events which fully describe the nature and circumstances that caused the dispute or disagreement and potential claim are attached hereto.

Attached

(attach sheets as required for full and final documentation)

The basis of this claim including all relevant contract provisions and a statement of the reasons these provisions support and provide basis for entitlement of the potential claim are attached hereto.

Attached

(attach sheets as required for full and final documentation)

The identification and copies of any documents and substance of any oral communication that support the potential claim are attached hereto.

Attached

(attach sheets as required for full and final documentation)

The exact dollar amount requested and an itemized breakdown of individual costs segregated by labor, materials, equipment and other are attached hereto.

Attached

(attach sheets as required for full and final documentation)

The exact amount of any time adjustment requested including justification thereof and time impact analysis are attached hereto.

Attached

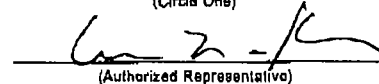
(attach sheets as required for full and final documentation)

The undersigned originator (Contractor or Subcontractor as appropriate) certifies that the above statements and attached documentation are made in full cognizance of the California False Claims Act, Government Code sections 12650-12655. The undersigned further understands and agrees that this potential claim to be further considered, unless resolved, must fully conform to the requirements in Section 9-1.04 of the Standard Specifications and must be restated as a claim in the Contractor's written statement of claims in conformance with Section 9-1.07B of the Standard Specifications.

Trans Bay Steel Corporation

SUBCONTRACTOR or CONTRACTOR

(Circle One)

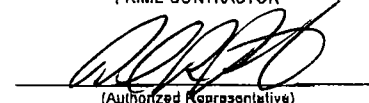

 (Authorized Representative)

For a subcontractor potential claim

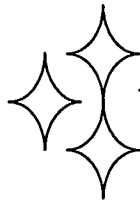
This notice of potential claim is acknowledged, certified and forwarded by

Kiewit-FCI-Manson, JV

PRIME CONTRACTOR


 (Authorized Representative)

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TRANS BAY STEEL, CORP.

1025 KAISER ROAD, NAPA, CA 94558

TELEPHONE: (707)259-0777 FAX: (707)259-1072

July 13, 2007

State of California
Department of Transportation

RE: Contract Number 04-0120E4 E2/T1 SAS Foundations
Notice of Potential Claim 06-062007

Full And Final Notice of Potential Claim "Attachment No. 1027"

Trans Bay Steel submitted the "Initial Notice of Potential" ID 06-062007 on 6/19/07 and the Supplemental Notice on 6/30/07. This Full and Final is issued to provide additional information as required by Special Provisions Section 9-1.04.

Trans Bay Steel has always used Trainees with a qualified and approved Submerged Arc Operator to perform welding on Caltrans Projects, i.e., San Mateo Bridge (1999), Carquinez Bridge (2000), Benicia Bridge (2001), Richmond San Rafael Bridge (2002), San Francisco Oakland Bay Bridge (2003), in conformance with our material contracts, Caltrans Special Provisions and the AWS Code governing the work in our shop.

During production on the E2/T1 project, commencing on December 06, 2005, the State's subcontractor employed with METS took a new position alleging that this practice was not in conformance with the special provisions and AWS D1.1-2002. Trans Bay disagrees with METS new position. Section 8-3.01, Section 10-1.24 of the special provisions and AWS D1.1-2002 governing this work are silent and do not restrict the use of Trainees. Complying with METS's new position caused a change in character to the work performed by TBS and caused additional work to be performed by TBS which are compensable in accordance with Standard Specification 4-1.03C and 4-1.03D.

Commencing December 2005, the formerly accepted practice of using trainees in production work on the E2/T1 piles became a consistent topic at the weekly production meeting between KFM, Caltrans and Trans Bay. Discussions with Caltrans led to an agreement that it would not be necessary to issue an NOPC or have this matter referred to DRB if a change order, CCO39 was issued with mutually agreeable terms and conditions to address the welder training issues and the resulting impacts to Trans Bay Steel.

In October 2006, negotiations on CCO 39 were not successfully concluded due to the lack of acknowledgement concerning the time periods affected by these changes. After Trans Bay notified the State, they were silent on this issue until their letter of January 2007 notified us that they were not going to negotiate CCO 39 due to the production being completed.

The above change in Cal-trans / METS policy resulted in damages to Trans Bay Steel and delayed pile deliveries. Please see attached estimated damages.

**TRANS BAY STEEL
E2 / T1 PILE FABRICATION
CAL-TRANS 04-0120E4**

DATE: 7/13/2007

NOPC 6: WELDER TRAINEE POLICY CHANGE

CAL-TRANS / METS REQUIRED TRANS BAY STEEL TO TRAIN NEW SUBMERGED ARC WELDERS "OFF-LINE" FROM MAIN PRODUCTION FLOW, IN-LIEU OF USING TRANS BAY'S ESTABLISHED "ON THE JOB" TRAINING POLICIES AND PROCEDURES. THIS CHANGE IN POLICY RESULTED IN DAMAGES TO TRANS BAY STEEL & DELAYED PILE DELIVERY. THE ESTIMATED DAMAGES AND DELAYS ARE DETAILED BELOW.

PART 1: WELDER TRAINING

TRAINEE "STANDBY" TIME (SEE NOTES 1 & 2 AND "STANDBY" CHART)

TRAINEE "STAND BY" TIME DUE TO MORE TRAINEE'S THAN TRAINING STATIONS AVAILABLE. (4) WELDERS IN TRAINING PER DAY.

(4) TRAINING STATIONS AVAILABLE: 2 DAY SHIFT & 2 SWING SHIFT

75 DAYS @ 9 TRAINEES PER DAY (30 JAN - 14 MAY 06: 15 WEEKS)	5	ON STANDBY PER DAY	
	HR'S	RATE	
(5) PER DAY = 40 HR / DAY X 75 DAYS =	3000	\$75	\$225,000
60 DAYS @ 12 TRAINEE'S PER DAY (15 MAY - 6 AUG 06: 12 WK'S)	8	ON STANDBY PER DAY	
	HR'S	RATE	
(8) PER DAY = 64 HR / DAY X 60 DAYS =	3840	\$75	\$288,000

PART 1 TRAINING "STANDBY": ESTIMATED DAMAGES = \$513,000

PART 2: CLEAR WELDER TRAINEE RELATED NCR'S

A. CLEAR NCR'S ISSUED BY METS (SEE NOTE 3)
NCR 8, 9, 10, 18, 19, 20 / COVERING (11) LS WELDS & (1) GS WELD.

1. ADDITIONAL LS UT (100% VS 25%) 11 LONG SEAMS @ 16 HR EACH =	HR'S 176	RATE \$75	\$13,200
2. QC ADMINISTRATIVE TIME 12 WELD SEAMS / 6 NCR'S =	192	\$75	\$14,400

PART 2 NCR: ESTIMATED DAMAGES = \$27,600

PART 3: EXTENDED TRAINING AND ESTIMATED SCHEDULE IMPACT

A. EXTENDED TRAINING TIME (ESTIMATED)

1. AFTER THE RESTART OF E2 / T1 PILE JOB, TRANS BAY HIRED ADDITIONAL WELDER TRAINEE'S IN AN EFFORT TO INCREASE MANNING LEVELS AND HAVE ALL WELDING STATIONS FULLY MANNED ON ALL (3) SHIFTS, (SEE ATTACHED DAILY MANNING REQUIREMENTS CHART)
2. THE TRAINING METHOD THAT HAD TO BE USED TO SATISFY THE NEW CAL-TRANS TRAINEE POLICY RESULTED IN A (27) WEEK TRAINING PERIOD. TRAINEE'S HAD TO BE TRAINED AT WELDING STATIONS DEDICATED TO TRAINING, OFF OF THE NORMAL PRODUCTION LINE. 4 TRAINING STATIONS (2 DAY / 2 SWING).
21 TRAINEE'S / 4 "OFF-LINE" STATIONS / 27 WEEKS (30 JAN - 6 AUG 06)

MEN TRAINED PER WEEK = .78 (21 TRAINEE'S / 27 WEEKS)

TRAINED PER STATION / PER WK = .195 (.78 TRAINED PER WK / 4 STATIONS)

3. TRANS BAY'S PREVIOUSLY USED METHOD TRAINED WELDERS ON THE NORMAL PRODUCTION LINE WELD STATIONS. USING THIS METHOD TRANS BAY WOULD HAVE USED 12 STATIONS (6 DAY / 6 SWING) TO TRAIN WELDERS.
21 TRAINEE'S / 12 "ON-LINE" STATIONS

MEN TRAINED PER WEEK (TRANS BAY METHOD) = 2.34
(12 STATIONS X .195 PER WEEK / PER STATION)

TRANS BAY TRAINING TIME = 8.97 WEEKS (21 TRAINEE'S / 2.34 PER WEEK)

4. "EXTENDED" TRAINING TIME USING NEW CAL-TRANS POLICY = **18 WEEKS**
(27 WEEKS "ACTUAL" MINUS 9 WEEKS "ESTIMATED")

GOAL OF HAVING ALL WELDING STATIONS FULLY MANNED WAS DELAYED BY 18 WEEKS AS A RESULT OF NEW TRAINING POLICY.

B. SCHEDULE IMPACT & DELAYS (ESTIMATED)

1. IMPACTS TO SCHEDULE RESULTING FROM EXTENDED TRAINING PERIOD.

- A. (18) WEEKS WITHOUT ALL WELD STATIONS FULLY MANNED ON ALL (3) SHIFTS.

WELDERS OFF OF WELD STATIONS: 21 PER DAY

PLANNED WELDERS PER SHIFT: 14

PRODUCTION LOSS PER DAY: 1.5 SHIFTS (21 MEN / 14 PER SHIFT)

PRODUCTION LOSS FOR 18 WEEK EXTENSION:

1.5 SHIFTS X 126 DAYS (18 WK X 7 DAYS) = 189 SHIFTS

189 SHIFTS / 3 SHIFTS PER DAY = 63 DAYS

ESTIMATED DELAY DUE TO EXTENDED TRAINING = 9 WEEKS (63 DAYS / 7)

2. IMPACTS TO SCHEDULE RESULTING FROM "TRAINING ONLY" WELD STATIONS
AND "INSTRUCTOR ONLY" WELDERS.

A. (4) "TRAINING ONLY" STATIONS LOST TO PRODUCTION FOR (27) WEEK
TRAINING PERIOD. (2 STATIONS DAY SHIFT / 2 SWING)

PERCENT OF TOTAL STATIONS LOST: 25% (2 LOST / 8 STATIONS)
(8 STATIONS / ARCING & WELD BEAD STATIONS EXCLUDED)

ESTIMATED DELAY DUE TO "TRAINING ONLY" STATIONS = 6.75 WEEKS
(25% OF 27 WEEKS)

B. (4) "INSTRUCTOR" WELDERS LOST TO PRODUCTION FOR (27) WEEK
TRAINING PERIOD.

PERCENT OF "INSTRUCTOR" WELDERS LOST: 9.76% (4 LOST / 41 TOTAL)

ESTIMATED DELAY DUE TO "INSTRUCTOR ONLY" WELDERS = 2.63 WEEKS
(9.76% OF 27 WEEKS)

TOTAL ESTIMATED SCHEDULE DELAYS	WEEKS
DELAY FOR EXTENDED TRAINING PERIOD =	9
DELAY "TRAINING ONLY" STATIONS =	6.75
DELAY "INSTRUCTOR ONLY" WELDERS =	2.63
ESTIMATED TOTAL DELAY =	18.38 WEEKS

3. "ACTUAL" E2 / T1 PILE SCHEDULE DELAY SHOWN BELOW:

DELAY = 119 CALENDAR DAYS (17 WEEKS)

JAN 06 "SCHEDULE" = LAST T1 PILE @ 22 AUG 06

"ACTUAL" DELIVERY = LAST T1 PILE @ 18 DEC 06

NOTE: TRANS BAY WAS ABLE TO COMPLETE E2 / T1 DELIVERIES
SLIGHTLY BETTER THAN THE "ESTIMATED" DELAY OF 18.38 WK'S

TRANS BAY EXTENDED OVERHEAD PER DAY = **\$9,299** (SEE NOTE 4)

NOPC 6 RELATED DELAY = 119 DAYS

ESTIMATED DELAY DAMAGES = \$1,106,581 **\$1,106,581**

C. ADDITIONAL OVERTIME FOR UT INSPECTION TO SUPPORT SCHEDULE

1. SOUNDWELD UT INSPECTORS WORKING 7-DAY WEEK

(2) UT INSPECTORS PER OT DAY = 16 HR'S PER DAY
NUMBER OF OT DAYS = 60 2 DAYS PER WEEK

(30 JAN - 27 AUG 06 / 30 WKS)

TOTAL OT HOURS = 960

OT HOURLY RATE = \$105

RT OVERTIME: ESTIMATED DAMAGES = \$100,800 **\$100,800**

D. EQUIPMENT UPGRADE TO SUPPORT SCHEDULE

1. WELD STATIONS M4 AND BOOM 4 WERE USED AS "TRAINING ONLY" LONG SEAM STATIONS. THESE WERE ORIGINALLY PLANNED TO BE USED FOR WELDING THE HEAVIER 85MM AND 95MM CANS.

2. WITH ABOVE STATIONS OUT OF THE PRODUCTION WELDING LINE, OUR "WHITE BAY" STATION CRANE AND HYDRAULIC HANDLING SYSTEMS HAD TO UPGRADED TO TAKE THE HEAVIER CANS ORIGINALLY SCHEDULED FOR M4 AND BOOM 4 STATIONS

SET UPGRADED CRANE IN-PLACE =	\$2,000	RENTAL CRANE	
LABOR TO COMPLETE CRANE =	\$48,000	640 HR @ \$75 HR	
UPGRADE HYDRAULIC SYTEMS =	\$12,000	160 HR @ \$75 HR	
"WHITE BAY" UPGRADE =	\$62,000		\$62,000

PART 3 SCHEDULE IMPACT: ESTIMATED DAMAGES = \$1,269,381

NOPC 6 TOTAL ESTIMATED DAMAGES = \$1,809,981

NOTES:

1. METS WOULD NOT ALLOW OUR TRAINEE'S TO BE PUT INTO THE NORMAL PRODUCTION FLOW. AS A RESULT, THE TRAINEE'S HAD TO BE ROTATED THROUGH THE WELD STATIONS BEING USED FOR TESTING. THIS METHOD RESULTED IN A PORTION OF THE TRAINEE'S BEING ON "STAND BY" WAITING FOR AN OPEN TRAINING STATION.
2. TRAINING TIMES AND DAMAGES BASED ON (21) WELDER TRAINEE'S THAT WERE HIRED BY TRANS BAY STEEL SINCE JAN 06.
3. CAL-TRANS / METS HAS ISSUED (6) NCR'S RELATED TO THE USE OF WELDER TRAINEE'S AT TRANS BAY STEEL.
4. TRANS BAY DAILY "EXTENDED" OVERHEAD IS BASED ON THE PERCENTAGE OF TOTAL OVERHEAD CHARGEABLE TO THE E2 / T1 PROJECT.

TOTAL DAILY "OVERHEAD" = \$11,771 (DOES NOT INCLUDE DIRECT LABOR)
E2 / T1 PORTION = \$9,299 (79% OF TOTAL)

E2 / T1 WELDER TRAINEE STANDBY

7/13/07

30 JAN 06 - 6 AUG 06

WK NO.	TRAINEE WORK WEEK	WELDER TRAINEE'S PER DAY	TRAINEE HR / WK (5 DAY WK)	TRAINEE'S STATIONS PER DAY	"ACTUAL" TRAINING HR / WK	TRAINEE "STANDBY" HR'S PER WEEK
1	30 JAN - 5 FEB 06	9	360	4	160	200
2	6 FEB - 12 FEB 06	9	360	4	160	200
3	13 FEB - 19 FEB 06	9	360	4	160	200
4	20 FEB - 26 FEB 06	9	360	4	160	200
5	27 FEB - 5 MAR 06	9	360	4	160	200
6	6 MAR - 12 MAR 06	9	360	4	160	200
7	13 MAR - 19 MAR 06	9	360	4	160	200
8	20 MAR - 26 MAR 06	9	360	4	160	200
9	27 MAR - 2 APR 06	9	360	4	160	200
10	3 APR - 9 APR 06	9	360	4	160	200
11	10 APR - 16 APR 06	9	360	4	160	200
12	17 APR - 23 APR 06	9	360	4	160	200
13	24 APR - 30 APR 06	9	360	4	160	200
14	1 MAY - 7 MAY 06	9	360	4	160	200
15	8 MAY - 14 MAY 06	9	360	4	160	200
			5400		2400	3000
1	15 MAY - 21 MAY 06	12	480	4	160	320
2	22 MAY - 28 MAY 06	12	480	4	160	320
3	29 MAY - 4 JUN 06	12	480	4	160	320
4	5 JUN - 11 JUN 06	12	480	4	160	320
5	12 JUN - 18 JUN 06	12	480	4	160	320
6	19 JUN - 25 JUN 06	12	480	4	160	320
7	26 JUN - 2 JUL 06	12	480	4	160	320
8	3 JUL - 9 JUL 06	12	480	4	160	320
9	10 JUL - 16 JUL 06	12	480	4	160	320
10	17 JUL - 23 JUL 06	12	480	4	160	320
11	24 JUL - 30 JUL 06	12	480	4	160	320
12	31 JUL - 6 AUG 06	12	480	4	160	320
			5760	(NOTE 1)	1920	3840 (NOTE 2)
TIME FRAME		STAND-BY HOURS	RATE / HR	TOTAL \$		
30 JAN - 14 MAY 06		3000	\$75.00	\$225,000		
15 MAY - 6 AUG 06		3840	\$75.00	\$288,000		
		TOTAL "STANDBY" =		\$513,000		
NOTES		1. ONLY (4) WELDER TRAINING STATIONS AVAILABLE PER DAY, (2 DAY SHIFT & 2 SWING SHIFT). 32 HR'S PER DAY / 160 PER WK. 2. "STAND BY" HR'S EQUALS (TOTAL OF TRAINEE HR'S PER DAY X 5 DAYS) MINUS ("ACTUAL" TRAINING HR'S PER WEEK).				

**04-0120E4BAY BRIDGE
E-2 / T-1 PILE
DAILY MANNING REQUIREMENTS**

WORK STATION	"PRE-TERMINATION"			"POST-TERMINATION"		
	ORIG. MANNING PLAN			INCREASED MANNING PLAN		
	DAYS	SWING	GRAVE	DAYS	SWING	GRAVE
BURNING	1	1		1	1	
PLATE ROLL (DAVI)	1	0		1	0	
PLT ROLL (BERTCH)	2	0		2	0	
PILE GS FITTING	2	1		2	1	
GRINDERS	2	1		2	1	1
WELDING STATIONS						
1. "WHITE BAY": LS ID	1	1	1	1	1	1
2. "WHITE BAY": LS OD ARC	1			1	1	1
3. "WHITE BAY": LS OD	1	1		1	1	1
4. "NEW" M4 LS STATION (TRAINING STA) (ADDED AFTER RESTART)				1	1	1
5. BOOM 4 LS ID & OD (TRAINING STA)				1	1	1
6. GIRTH SEAMS BOOM 1	1	1	1	1	1	1
7. GIRTH SEAMS BOOM 2	1	1		1	1	1
8. GIRTH SEAM ID'S: BAY 2	1	1		1	1	1
9. GIRTH SEAM OD ARC: BAY 2	1			1	1	1
10. GIRTH SEAM OD'S: BAY 2	1	1		1	1	1
11. BEAD WELDS: ID	1	1		1	1	1
12. BEAD WELDS: OD	1	1		1	1	1
13. ADDITIONAL "QUALIFIED"				2	2	1
WELDERS TO ASSIST AT ALL STATIONS.						
CRANE PRE-FAB	1	1		1	1	
CRANE BAY 1	0.5	0.5		0.5	0.5	0.5
CRANE BAY 2	0.5	0.5		0.5	0.5	0.5
RIGGING WHITE BAY	0.25	0.25		0.25	0.25	0
RIGGING PRE-FAB	0.25	0.25		0.25	0.25	0
RIGGING BAY 1	0.25	0.25		0.25	0.25	0
RIGGING BAY 2	0.25	0.25		0.25	0.25	0
TOTALS	21	14	2	25	20	15
		REQ'D			REQ'D	
	FITTERS	3		FITTERS	3	
	WELDERS	20		WELDERS	41	
	BURNERS	2		BURNERS	2	
	ROLLERS	3		ROLLERS	3	
	GRINDERS	3		GRINDERS	4	
	CRANE	4		CRANE	5	
	RIGGERS	2		RIGGERS	2	
	TOTAL =	37		TOTAL =	60	
NOTES:						
TRANS BAY HIRED ADDITIONAL WELDER TRAINEE'S AFTER E2 / T1 PILES WERE RESTARTED IN JAN 06. THE GOAL / PLAN WAS TO INCREASE MANNING LEVELS ON E2 / T1 IN AN EFFORT TO IMPROVE SCHEDULE.						

E2 / T1 MANNING LEVELS

1 JAN 06 - 17 DEC 06

7/13/07

WK NO.	WORK WEEK	TOTAL	(AVERAGE)	TOTAL	E2 / T1	E2 / T1
		TRANS BAY AVERAGE MEN / DAY	MEN / DAY PIPE BEAM	MEN / DAY E2 / T1	TRAINEE'S PER DAY	NON-TRAINEE PRODUCTION PER DAY
1	2 JAN - 8 JAN 06	40	13	27	0	27
2	9 JAN - 15 JAN 06	40	13	27	0	27
3	16 JAN - 22 JAN 06	44	13	31	0	31
4	23 JAN - 29 JAN 06	43	13	30	0	30
5	30 JAN - 5 FEB 06	58	13	45	9	36
6	6 FEB - 12 FEB 06	59	13	46	9	37
7	13 FEB - 19 FEB 06	59	13	46	9	37
8	20 FEB - 26 FEB 06	61	13	48	9	39
9	27 FEB - 5 MAR 06	61	13	48	9	39
10	6 MAR - 12 MAR 06	63	13	50	9	41
11	13 MAR - 19 MAR 06	63	13	50	9	41
12	20 MAR - 26 MAR 06	64	13	51	9	42
13	27 MAR - 2 APR 06	63	13	50	9	41
14	3 APR - 9 APR 06	62	13	49	9	40
15	10 APR - 16 APR 06	63	13	50	9	41
16	17 APR - 23 APR 06	60	13	47	9	38
17	24 APR - 30 APR 06	63	13	50	9	41
18	1 MAY - 7 MAY 06	63	13	50	9	41
19	8 MAY - 14 MAY 06	62	13	49	9	40
20	15 MAY - 21 MAY 06	60	13	47	12	35
21	22 MAY - 28 MAY 06	62	13	49	12	37
22	29 MAY - 4 JUN 06	71	13	58	12	46
23	5 JUN - 11 JUN 06	70	13	57	12	45
24	12 JUN - 18 JUN 06	69	13	56	12	44
25	19 JUN - 25 JUN 06	71	13	58	12	46
26	26 JUN - 2 JUL 06	73	13	60	12	48
27	3 JUL - 9 JUL 06	72	13	59	12	47
28	10 JUL - 16 JUL 06	71	13	58	12	46
29	17 JUL - 23 JUL 06	71	13	58	12	46
30	24 JUL - 30 JUL 06	69	13	56	12	44
31	31 JUL - 6 AUG 06	67	13	54	12	42
32	7 AUG - 13 AUG 06	67	13	54	0	54
33	14 AUG - 20 AUG 06	69	13	56	0	56
34	21 AUG - 27 AUG 06	69	13	56	0	56
35	28 AUG - 3 SEP 06	69	14	55	0	55
36	4 SEP - 10 SEP 06	69	14	55	0	55
37	11 SEP - 17 SEP 06	67	14	53	0	53
38	18 SEP - 24 SEP 06	64	14	50	0	50
39	25 SEP - 1 OCT 06	67	14	53	0	53
40	2 OCT - 8 OCT 06	67	14	53	0	53
41	9 OCT - 15 OCT 06	67	14	53	0	53
42	16 OCT - 22 OCT 06	66	14	52	0	52
43	23 OCT - 29 OCT 06	65	14	51	0	51
44	30 OCT - 5 NOV 06	65	14	51	0	51
45	6 NOV - 12 NOV 06	64	14	50	0	50
46	13 NOV - 19 NOV 06	64	14	50	0	50
47	20 NOV - 26 NOV 06	63	14	49	0	49
48	27 NOV - 3 DEC 06	61	14	47	0	47
49	4 DEC - 10 DEC 06	61	14	47	0	47
50	11 DEC - 17 DEC 06	54	44	10	0	10

NOTE 1,2, 3

LAST T-1 PILE SHIPPED 12/18/06

E2 / T1 MANNING LEVELS

7/13/07

1 JAN 06 - 17 DEC 06

SCHEDULE DELAY		(13 JAN 06)		
		SCHEDULE	ACTUAL	DELAY
DELIVER LAST T-1 PILE	8/22/2006	12/18/2006	17 WEEKS	
MANNING LEVEL BREAKDOWN				
AVAEAGE MEN PER DAY E2 / T1 =	49	2 JAN - 10 DEC 06		
AVERAGE MEN PER DAY PIPE BEAMS =	13	3 JAN - 10 DEC 06		
AVERAGE MEN PER DAY TOTAL =	62			
E2 / T1 % BASED ON MANNING =	79%			
NOTES:				
1. PIPE BEAM HR'S = 17,467 HR'S (2 JAN - 27 AUG 06 / 34 WEEKS)				
HR'S / WEEK = 513.73 (AVERAGE)				
HR'S PER DAY = 102.74 (BASED ON 5 DAY WEEK)				
MEN PER DAY = 12.84 (102.74 HR'S / 8)				
2. PIPE BEAM HR'S = 8,684 HR'S (28 AUG - 10 DEC 06 / 15 WEEKS)				
HR'S / WEEK = 578.93 (AVERAGE)				
HR'S PER DAY = 115.78 (BASED ON 5 DAY WEEK)				
MEN PER DAY = 14.47 (115.78 HR'S / 8)				
3. PIPE BEAM HR'S = 1741 HR'S (11 DEC - 17 DEC 06 / 1 WEEK)				
HR'S / WEEK = 1741 (AVERAGE)				
HR'S PER DAY = 348.2 (BASED ON 5 DAY WEEK)				
MEN PER DAY = 43.52 (348.2 HR'S / 8)				